

MINUTES – North Coast Area Contingency Planning Committee
9:00 a.m., Thursday December 13, 2007 – Harbor District Conference Room

The meeting was called to order at 9:10 a.m.

New Business

1. Discussion of recent spill in San Francisco. Both Mr. Al Storm (OSPR) and Mr. Kris Wiese (OSPR) discussed some prominent issues that arose during the response. Mr. Storm noted that the communications between the IC and local agencies should be exercised during drills. Mr. Wiese also noted that communications out to the public and media is also important to maintaining effective response and public confidence. The IC used volunteers to pick up oil from the beaches for the first time. The governor ordered OSPR to train and use local volunteers, so OSPR ran very large (400/class) 4-hour emergency classes. Mr. Lauer noted that the volunteer program in place is actually designed to train volunteers to handle wildlife care. These volunteers receive a higher level of training. They also receive training in handling wildlife, and do not start out handling animals. Mr. Ricks (USCG) noted that the volunteers received deminimus training, which allows them to volunteer for a specific spill. They must complete 24-hour training to respond to any other incident. Any volunteer who has taken the 4-hour training cannot re-take it for another incident. This is according to federal and state regulations. The courses must be OSHA approved. Mr. Dan Larkin (Humboldt County OES) stated the county uses the Volunteer Center of the Redwoods to manage their list of volunteers. The state OES website has guidelines listed under disaster service worker guidelines. Also, the 24-hour worker needs an 8-hour refresher every year. Mr. Wheaton (NOS) said he is awaiting the USCG final report to determine whether or not PORTS could have played a role in response. He noted that there are two different issues, safety and response, to address with regard to PORTS. PORTS would definitely promote safety.

ACP meeting adjourned at 9:43 a.m.

MINUTES – Harbor Safety Committee of the Humboldt Bay Area
9:43 a.m., Thursday December 13, 2007 – Harbor District Conference Room

Members present:

Mr. David Hull (HBHRCD)	Ms. Suzie Howser (HBHRCD)
Mr. Tim Petrusha (Pilots)	Mr. Richard Lauer (Tank vessels Sause Bros.)
Mr. Gerry Wheaton (NOAA)	Mr. John Powell (Pilots)
Mr. Gil Groszmann (Tug operators)	Mr. Roy Reynolds (Humboldt Sheriffs Office)
Mr. Rich Trygar (Labor SSA Pacific)	Ms. Helene Rouvier (Env. Table Bluff Wiyot)

A photocopy of the sign in sheet is attached.

1. Introductions conducted during ACP meeting. Mr. Hull called the HSC portion of the meeting to order at 9:34 a.m.
2. Self-introductions were made. Mr. Ken Bates and Mr. Wayne Sohrakoff agreed to fill the fishing chair. The committee still has a vacancy. We need a pleasure craft operators' representative. Mr. Rich Trygar was sworn in as the labor representative.
3. There were no public comments.

4. The September 27, 2007 minutes were considered for approval. The following corrections were made. Ms. Howser's name was misspelled, and was corrected to Suzie. Hookton channel is done. Mr. Trygar moved to accept the minutes as corrected. Mr. Petrusha seconded. All voted to accept the minutes.
5. Mr. Hull asked Mr. Petrusha and Mr. Powell to give their presentation on their training at PMI in Seattle. Mr. Hull thanked Mr. Storm and OSPR for funding this program. The information learned by the pilots has already been put to use by the contractors re-doing the Redwood Dock. The Humboldt Bay Harbor of Safe Refuge Vessel Simulation was a 2-part project. They created a model, and then conducted simulations at the Seattle facility. The model was built using Army Corp of Engineers data, Google Earth, and photos taken by the pilots from bridges of ships calling on Humboldt Bay. Previously, our pilots did emergency training on a Columbia River model. Now, they can go to PMI in two years, and do their emergency training on the Humboldt Bay model. They can also change the model to accommodate different sized ships, time of day, and various environmental factors. The pilots are in the process of developing guidelines delineating what they can bring in under specific conditions. The pilots can change the tides and currents too. The pilots also were able to run the simulation together with one in the tug simulator and one in the ship simulator. Simulations are tested by master pilots to verify that the boats operate as they should. Mr. Wheaton asked the pilots if it would be better for them to have actual tides given they used predicted tides and grounded. Mr. Wiese noted that the available tide window for bringing in a distressed ship would increase with a PORTS system giving actual tides. A PORTS system at buoy 2 with actual current information would help with bringing in ships and checking on harboring ships outside the entrance. Mr. Wheaton noted that the PORTS system must be placed on large buoys. Mr. Storm recommended institutionalizing the limitations learned in the Harbor Safety Plan (HSP). This will protect the Port of Humboldt Bay from pressure to bring in a ship during a spill event. Mr. Hochschild (USCG) stated that Los Angeles has its limitations included in its tariff. Mr. Hull noted that the HBHRCD has the under keel limit in the Harbor District ordinance. The pilots ran 45 simulations using 5 vessel types, LOA 600' to 1132', 0 – 30 kts, swell 0 – 30', and cross currents of 0 – 2 kts. The HBHRCD does not allow anchoring here. Mr. Trygar noted that ships would be advised to go out to sea and circle. Mr. Powell noted that the pilots do not advise ships to anchor in the HBHRCD area. The pilots found they could bring in a ship of 950' or less safely if the swell is 15' or less, winds are 20 knots or less, and currents are 2 knots or less. The pilots noted that anyone wanting to bring a ship into Humboldt Bay for safe refuge should talk to them first. Mr. Lauer said Sause Bros. would use the Humboldt Bay simulation to train their cadets at PMI. The HSC can make an addendum to the current HSP to include the pilots' recommendations.
6. PPOR tabled.
7. Mr. Ricks informed the HSC that a mobile facility would come to our area to register people for the transportation worker identification credential (TWIC). They will be here perhaps in April or May. Remember to print out your reservation sheet when you pre-register on-line. Mr. Lauer noted that they've already started doing this. The problem with relying on the mobile unit is that getting the TWIC is a two-part process. A person can pre-register and make an appointment. They can pay the fee and take their photos at one time. However, a person must return to actually receive the credential. Mr. Hull said the HBHRCD might be able to set up computers to help people pre-register. Mr. Lauer said that people would still have the inconvenience of having to go to San Francisco to actually receive the credential. He suggested that the HBHRCD apply to become a trusted agent site, then people can actually receive their TWIC locally. September 25, 2008 is the

deadline for all workers to have their TWIC in order to work in secure areas in vessels. Mr. Trygar said he foresees some problems locally. This area has temporary or summer hires. Their employment period would be almost concluded by the time they go through the weeks long waiting period to receive their TWIC. Mr. Ricks noted that they are working through these types of issues at other places. This is a Department of Homeland Security program, and the USCG is tasked with implementing it.

8. Mr. Al Storm stated that San Francisco Harbor Safety Committee passed PORTS and CALPORTS as a result of the Cosco Busan spill. They discussed how this type of incident could be prevented in the future. Mr. Storm read a letter from Governor Schwarzenegger to Secretary of Resources Mike Chrisman. The Governor will fund SF PORTS through June 2008, and OSPR is to implement this plan. OSPR hopes to bring in other ports eventually, but are tasked to work on SF PORTS in the immediate future. WSPA has endorsed using OSPR funds to keep PORTS going in San Francisco. WSPA has not endorsed PORTS for any other ports though. Mr. Hull asked if it would be helpful to send a letter to Mr. Chrisman expressing Humboldt Bay's need for PORTS. Mr. Wheaton is on the PORTS committee in San Francisco. This committee is concerned with other harbors having PORTS so they are endorsing 965, which will be voted on tomorrow. Harbor communities can submit proposals for funding. A letter would document a community's need for PORTS to OSPR. The HSC can still endorse 965 as well, but the letter should be addressed to the OSPR Administrator. It would cost approximately \$490,000.00 to put all our systems in, because this area has many currents.
9. Mr. Al Storm said Best Maritime Practices were discussed at the Harbor Safety Summit. The OSPR Administrator would like to have a Best Maritime Practices section in the next Harbor Safety Plan. The section would include practices done to promote safety and practices that are hazardous whether or not these are in law or regulations. This isn't an enforcement tool, but it becomes something that can be tracked or used as documentation in incidents. The idea is to tailor this section to the individual harbor. The Humboldt Bay HSP has various elements of this section already in its plan, just not in one section. Mr. Wheaton asked how the HSC makes people aware of this section. Mr. Storm said advertising it is the next step, perhaps in the Coast Pilot. Mr. Lauer moved to keep this item on the agenda until the next HSP revision. Mr. Petrusha seconded. All were in favor. Mr. Storm stated that OSPR might conduct a workshop in Fall 2008 to help HSCs accomplish this task. Mr. Wheaton would like to reference this in the Coast Pilot. Mr. Storm noted that LA/LB has regulatory and non-regulatory best practices published.
10. The Humboldt County Sheriff's Department has continued to address safe boating issues due to commercial fishers use of large halogen lamps at night in the Bay. They would like to have the HSC's input on this issue. They also would like the HSC's input regarding safe operations of rowing sculls. There continues to be issues with rowers operating across the ends of the finger docks, where large vessel owners are unlikely to see them. Mr. Parkhurst (USCG) suggested the deputies call HSU's new boating manager. He seems very willing to help improve safety. Mr. Zappan (USCG) has had a problem with visibility when boats traverse the Bay with halogen lamps on. Boats in other ports he's worked secure their lamps at least 1 mile away. He stated that this is a 'rules of the road' violation, so perhaps the USCG and Sheriff's Department can work together to address this issue. Also, the sculls are required to have 360 degrees of visible light on the scull, and others must be able to discern if the scull is underway and coming or going. They are in violation if this isn't the case. Mr. Hull noted that this has been long running issues to which they've not found remedy. Mr. Storm stated that the two commercial fishing representatives will be here at the next meeting, so perhaps the HSC should give them the opportunity to convince the commercial fishers to self regulate. Another option would be to discuss this with the commercial

fishing representatives before the next meeting and have their input at the next meeting. Mr. Lauer noted that either way it should be clarified that this isn't a regulating issue, but a compliance issue. Mr. Hull suggested the HSC examine all options to solve this situation. He asked if the USCG is aware of any other areas with similar issues. Perhaps we can draw on their experience. Mr. Hochschild suggested asking the rowing club representative attend the next meeting to help develop safety rules. Two months ago HSU was still trying to develop their program and inventory the equipment. The Sheriff's Department has already spoken to the HSU risk manager. Mr. Trygar mentioned that the rowing club may not be a school activity, so they may not be directly under HSU's direction. Mr. Hull noted that HSU agreed to provide 30 classes per year in exchange for getting the BISC Center site. Perhaps the crew team should be required to attend. Mr. Hull will keep this item on the agenda for the next meeting. The commercial fishing representative will be in attendance. Mr. Hull will invite Mr. Steve Monk, HSU boating safety officer, and Mr. Dave Nakamura. Perhaps the HumBoats owner and a representative of the Humboldt Bay Rowing Association should also be invited. Mr. Zappan can provide a handout with light safety requirements for small (<7 meters). Mr. Hull noted that there seems to be enough rules in existence to deal with these issues. Mr. Zappan suggested that make a campaign and then begin enforcing rules. Actually, enforcement should begin once everyone has been notified. Mr. Parkhurst can call Mr. Monk to make him aware of these issues. Mr. Parkhurst also informed members that the fishing vessels in this port are not constrained by Rule 9. Mr. Hull asked if the USCG could come up with a presentation of the rules. Mr. Zappan noted that the direction to cite comes from the master chief or captain, and usually it's the HSC that asks for emphasis in certain areas. Mr. Trygar moved to invite the people listed above, create a safety pamphlet, and start warning and citing boaters for violations. Mr. John Powell seconded. All were in favor.

11. The HSC members agreed upon the following meeting schedule for 2008:

Thursday January 17, 2008

Thursday March 20, 2008

Thursday May 22, 2008

Thursday July 17, 2008

Thursday September 25, 2008

Thursday November 20, 2008

The N-Prep Drill is scheduled for May 2008.

12. Status and Updates

- a. Federal Channel Maintenance – WRDA passed and the dredge restrictions were lifted. The starting budget is 30% less than last year. The Essayon wont be here next year, because it's getting re-powered. The ACE will most likely use all its funds to hire a private sector dredge.
- b. Oil Spills/Accidents – Mr. Ricks reported nothing unusual in our area. Ms. Howser said a boat sank at the dock with its bow up and stern down. Some fresh diesel spilled. The boat was re-floated. Mr. Wiese (OSPR) responded to a 1,600 gallon potential spill in Freshwater Creek. A truck overturned. They were able to pump out the diesel, and some lube oil and grease were released. The water board just finished monitoring the Coho spawning grounds, and Mr. Wiese is waiting for the investigation to end.
- c. No boater safety report.
- d. Navigational Aids – Mr. Zappan reported that the Aspen came back to fix Humboldt 2, which is now back on station. The Hazardous Bar light is good, but it's still an advisory. District 11 is still working on legal aspects of how to restrict the bar. The USCG will wait until D11 has

completed writing the restrictions for the other HazBar before they begin addressing the Hookton Channel HazBar aid. Everything was replaced on #7. Both Mr. Petrusha and Mr. Groszmann stated that it's still not very bright though. Mr. Powell noted that the light intensity seemed to increase when another light was shined on it. Mr. Petrusha noted that while 7 was difficult to see, 9 and 5 were visible. Mr. Zappan said they were still looking at 7.

- e. Ship Traffic – The yacht is still here. They have a ship per month calling on Humboldt Bay.
- f. Chart Changes – Mr. Wheaton (NOS) said the NOAA response team 6 would be in Humboldt Bay and Crescent City this summer. He suggested that the HSC create a list of chart issues to address. Mr. Wheaton would like to locate the anchor for 2 using sidescan sonar. The area outside the South Jetty could be on the list. The next edition of the chart is due in early 2009.
- g. Port Security – Mr. Ricks reminded everyone to pre-register for TWIC.

13. Reports

- a. USCG – Mr. Parkhurst reported that Captain Mark Butt is retiring, and he does not know who the new commander will be or when the change will occur. Mr. Ricks reported that Captain Uberti is also retiring January 25, 2008. Captain Long will be the temporary Captain of the Port.
- b. OSPR – Mr. Al Storm reported that Ms. Cindy Murphy would attend the next ACP/HSC meeting to give a presentation on the Harbor Boom Grants. These grants are for equipment and training to use the equipment. Accepting the grant obligates the grantee to train and maintain equipment. John Barna letter was signed. The ACE will front 1.5 million and OSPR will petition the Department of Transportation to front 1.5 million to initiate the grant. January 17 is the deadline for application for Proposition 1B funds. Mr. Wiese stated that the Freshwater Spill debrief with local fire departments indicated that the local co-op no longer exists. The fire departments tried to contact the HBHRCD but couldn't contact anyone. Mr. Hull said the HBHRCD equipment is available, but that an organized co-op no longer exists. Perhaps we should work on getting mutual aid communications and sharing agreements set up. Mr. Wiese also noted that birds are getting into crab bins and causing problems.
- c. Sheriff's Dept. – no report
- d. NOAA – no report
- e. Coastal Commission – no report
- f. City of Eureka – the Eureka Dock's bilge and holding tank were pumped out and replaced.
- g. Table Bluff Wiyot – the tribe is working on the Indian Island dry dock. They will begin archaeological work and decontamination work in the spring. The funding for archaeological work is an issue, because its considered salvage and no one wants to do this job.
- h. MSRC – no report
- i. Harbor District – Mr. Hull reported that CH2MHill had their meeting and found the area they chose was a high use area. Ms. Howser noted a buoy deployed off Lincoln City, OR was deployed, and it sank. The consultants were told that it would sink. Mr. Hull is not sure what

CH2MHill plans to do now.

Meeting was adjourned at 12:16 p.m.

Respectfully submitted,

Linda F. Broadman